



Bob Riley  
GOVERNOR

## ALABAMA DEPARTMENT OF TRANSPORTATION

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Joe McInnes  
TRANSPORTATION DIRECTOR

October 1, 2010

The Honorable Ray Nelson  
Mayor of Fayette  
102 Second Avenue, SE  
Fayette, Alabama 35555

**Subject: Annual Inspection Report  
Fayette Municipal (Richard Arthur Field) Airport**

Dear Mayor Nelson:


An inspection of the Fayette Municipal (Richard Arthur Field) Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on September 21, 2010. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the Airport. As noted in the report, the airport does not meet the requirements for the issuance of an operating license. The airport is in technical violation of the requirement to own/control the property within the Approach/Departure Path. The Bureau has reviewed and commented on a proposed easement for the property needed to meet the licensing requirements, but has not reviewed a final document. When a final draft has been completed please forward a copy to this office for a final review to ensure that the airport will meet the required licensing regulations.

There were also some items noted that relate to the maintenance of the airport pavement and the markings of the runway that must be corrected.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,

  
John C. Eagerton IV, D.P.A.  
Chief, Aeronautics Bureau

Copy: Mr. Rans Black  
FAA/ADO

Ms. Natalie Hobbs, P. E.  
Goodwyn, Mills and Cawood, Inc.

# ANNUAL INSPECTION REPORT

SEPTEMBER 21, 2010



FAYETTE MUNICIPAL (RICHARD ARTHUR FIELD) AIRPORT  
FAYETTE, ALABAMA

**Annual Inspection Report  
Fayette Municipal (Richard Arthur Field) Airport  
Fayette, Alabama**

September 21, 2010

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# **Annual Inspection Report Fayette Municipal (Richard Arthur Field) Airport Fayette, Alabama**

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## **Introduction**

**Code of Alabama 23-1-357(c).** The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Fayette Municipal (Richard Arthur Field) Airport was conducted by Mr. Robert K. Heartsill of the Alabama Department of Transportation Aeronautics Bureau on September 21, 2010.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

## **Inspection Methodology**

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

The FAA Airport Design Standards referred to in this report were taken from the Airport Layout Plan (ALP) dated November 2005.



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## License Status

**Code of Alabama 23-1-375(a).** ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on September 21, 2010 it was determined that the airport **does not meet** the requirements for the issuance of an operating license.

### **1. Approach and Departure Paths** **Administrative Code 450-9-1-.12(1)** (See Appendix 1)

#### State Licensing Standards

- ➔ For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- ➔ The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet (See Appendix 1).
- ➔ The approach and departure path for all runways slopes up at a ratio of 20:1.
- ➔ All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- ➔ The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

#### Inspection Results

- ➔ Runway 18 – The Approach and Departure Path meets state licensing requirements.
- ➔ Runway 36 – the Approach and Departure Path meets state licensing requirements.

#### Maintenance

- ➔ Runway 18 – The required 34:1 slope within the FAA Runway Protection Zone is violated by trees along the eastern side. The slope is reduced to 10:1. (See Appendix 2)

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- ➔ Runway 36 – The required 20:1 slope within the FAA Runway Protection Zone is violated by trees along the eastern side. The slope is reduced to 7:1. (See Appendix 3)

## Violation

- ➔ Although there are no obstructions to the state Approach/Departure Path the airport is not in compliance with State licensing standards due to the lack of ownership or control of the property beneath the Approach/Departure Path to runway 36.

**Photo 1**



**Runway 18 Approach**



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Photo 2



Runway 36 Approach

## **Required Action**

- ➔ If the city is unable to obtain ownership of the property in fee simple, the state will accept an easement under the following conditions:
  1. It is subject to the state's prior approval.
  2. No state funds will be made available to pay for the easement.
- ➔ The obstructions to the approach slope within the limits of the RPZ for runway 18 and 36, as depicted on the most recent Airport Layout Plan (ALP) dated November 2005 should be removed. Also, these trees are only representations of RPZ obstructions and may not include all obstructions.

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**2. Primary Surface**  
**Administrative Code 450-9-1-.12(2)**

**State Licensing Standards**

- ➔ Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

**Inspection Results**

- ➔ The primary surface meets state licensing requirements.

**3. Runway Safety Area**  
**Administrative Code 450-9-1-.12(3)**

**State Licensing Standards**

- ➔ Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

**Inspection Results**

- ➔ The runway safety area meets state licensing requirements.

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## 4. Airport Markings Administrative Code 450-9-1-.12(4)

### State Licensing Standards

- Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

### Inspection Results

#### Maintenance

- The runway markings are in POOR condition.

Photo 3



Runway Identifier Markings of Runway 18



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**Photo 4**



**Runway Identifier Markings of Runway 36**

**Required Action**

- ➔ The runway markings should be remarked in accordance with FAA AC150/5340-1J "Standards for Airport Markings".

**5. Wind Direction Indicator  
Administrative Code 450-9-1-.12(5)**

**State Licensing Standards**

- ➔ Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

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## Inspection Results

- The windsock assembly meets state licensing requirements.

**Photo 5**



**Windsock Assembly and Segmented Circle**

## **6. Airport Lighting** **Administrative Code 450-9-1-.12(6)**

### State Licensing Standards

- Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. A rotating beacon is suggested. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

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## **Inspection Results**

- ➔ The airport lighting was found to meet licensing requirements.

## **7. Runway, Taxiway and Apron Conditions Administrative Code 450-9-1-.12(7)**

### **State Licensing Standards**

- ➔ Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

### **Inspection Results**

#### **Maintenance Required**

- ➔ The airport surfaces are in fair condition with evidence of moderate raveling and open cracks and joints. There is also evidence of surface deformation in the form of horizontal rutting.
- ➔ There are five pavement sections on the runway. Each section of pavement is exhibiting some separate distresses on each.

#### **Required Action**

- ➔ Seal open cracks and joints and apply new surface treatment or thin overlay for raveling and cracking. Minor rutting may be repaired with microsurfacing or overlays, while more severe rutting may require base or subgrade improvement as well as reconstruction of the pavement before resurfacing.



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**Photo 6**



**Runway cracking with vegetation**

**Photo 7**



**Taxiway cracking**

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## 8. Fueling Area Requirements Administrative Code 450-9-1-.12(8)

### State Licensing Standards

- ➔ Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- ➔ Grounding cables must be available.
- ➔ A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- ➔ Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

### Inspection Results

- ➔ The fueling area meets the requirements established by the Alabama Department of Transportation. However, the State of Alabama Department of Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection.

**Photo 8**



**Fueling Area**



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**9. Prohibited Activities  
Administrative Code 450-9-1-.16**

**State Licensing Standards**

- Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

**Inspection Results**

- There is no evidence of any prohibited activities.

**Summary**

The table below summarizes items noted in this report.

**INSPECTION SUMMARY**

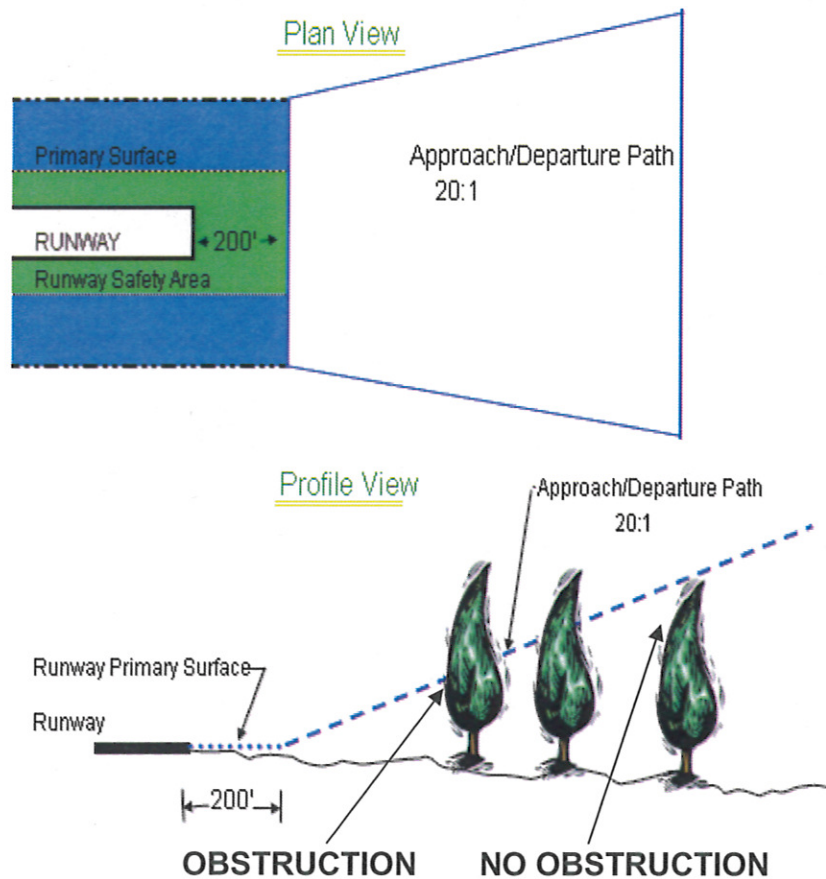
<b>Inspection Area</b>	<b>Violation/Maintenance</b>	<b>Corrective Action</b>
Approach/Departure Paths	Violation	Airport must control property beneath Rwy 36 approach/departure path and remove FAA RPZ obstructions
Airport Markings	Maintenance	Remark in accordance with FAA AC150/5340-1J
Runway Surfaces	Maintenance	Runway maintenance project

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

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Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			

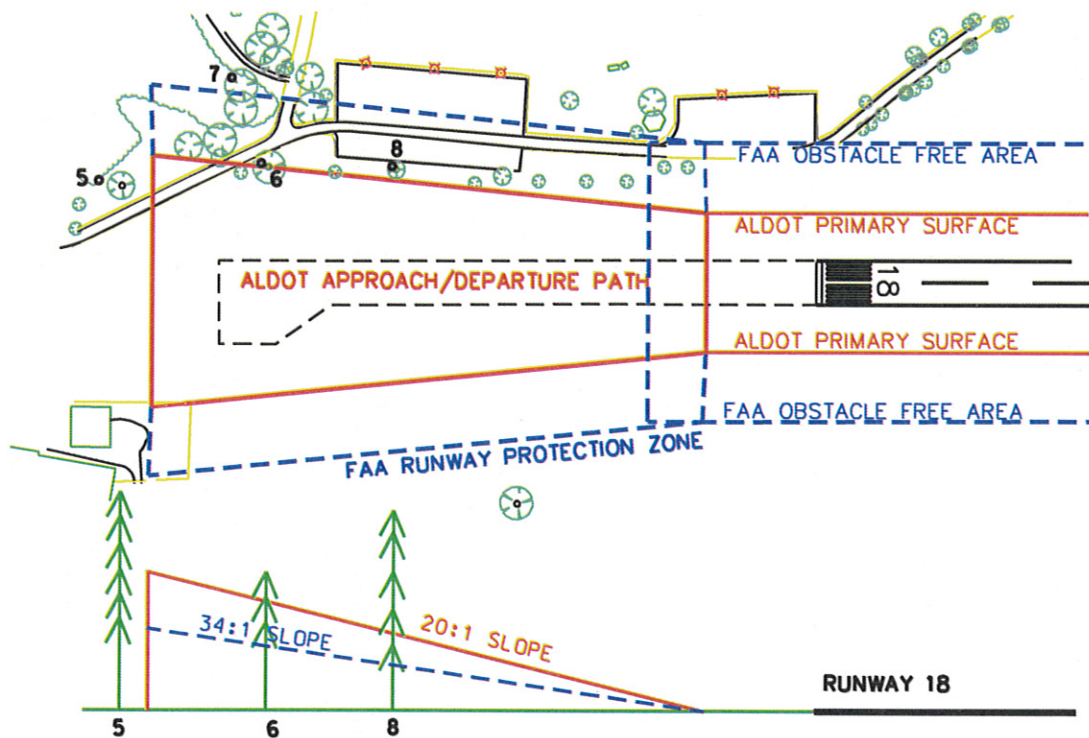


## APPENDIX 1

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RICHARD ARTHUR FIELD  
SEPTEMBER 21, 2010  
PLAN AND PROFILE OF RUNWAY 18



PROFILE VIEW

NO OBSTRUCTIONS TO THE ALDOT 20:1 APPROACH/DEPARTURE PATH

OBSTRUCTIONS TO THE FAR PART 77 34:1 SLOPE

- 5. +83 FOOT TREE  
1299 FEET FROM RUNWAY END  
178 FEET FROM CENTERLINE  
13:1 SLOPE
- 6. +76 FOOT TREE  
1004 FEET FROM RUNWAY END  
212 FEET FROM CENTERLINE  
10:1 SLOPE
- 8. +50 FOOT TREE  
764 FEET FROM RUNWAY END  
209 FEET FROM CENTERLINE  
11:1 SLOPE

NOTES:

- 1. THIS SKETCH IS PROVIDED FOR INFORMATION PURPOSES ONLY AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE.
- 2. REFER TO THE LATEST ALP DATED NOVEMBER, 2005 FOR THE FAA AIRPORT DESIGN STANDARDS.

APPENDIX 2

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RICHARD ARTHUR FIELD  
SEPTEMBER 21, 2010  
PLAN AND PROFILE OF RUNWAY 36

